

DATE ISSUED: November 23, 2005

REPORT NO.: CCDC-05-45

ATTENTION: Chair and Members of the Redevelopment Agency
Docket of November 29, 2005

SUBJECT: C Street Corridor Master Plan and 30 percent Schematic Design
Phase - C Street (from Kettner Boulevard to 11th Avenue) - Core and
East Village Redevelopment Districts of the Expansion Sub Area, and
the Columbia Sub Area of the Centre City Redevelopment Project

REFERENCE: Scope of Services dated October 19, 2005
Hourly Rates
Project Boundary Map

STAFF CONTACT: Sachin Kalbag, Senior Planner - Urban Design
Nicole Haines, Associate Project Manager

SUMMARY

Issue - Should the Redevelopment Agency authorize the Centre City Development Corporation to enter into an agreement with Skidmore, Owings and Merrill ("SOM") LLP for Master Plan and 30 percent Schematic Design services for the C Street Corridor, for an amount not to exceed \$1,200,000?

Staff Recommendation - That the Redevelopment Agency authorize the Centre City Development Corporation to enter into an agreement with SOM LLP for Master Plan and 30 percent Schematic Design services for the C Street Corridor, for an amount not to exceed \$1,200,000.

Centre City Development Corporation ("CCDC") Recommendation - On October 26, 2005, the CCDC Board of Directors voted unanimously to recommend approval of an agreement with SOM LLP for Master Plan and 30 percent Schematic Design services for the C Street Corridor, for an amount not to exceed \$1,200,000.

Centre City Advisory Committee ("CCAC")/Project Area Committee ("PAC") Recommendations - None.

Other Recommendations - None.

Fiscal Impact - The funds are available for Phase I of the contract in the FY 2005 - 2006 C Street Corridor Budget, in the amount of \$800,000. Phase II of the contract will be programmed in the FY 2007 Budget, in the amount of \$400,000.

BACKGROUND

Implementation of the C Street Corridor Master Plan advances the Visions and Goals of the Centre City Community Plan and the Objectives of the Centre City Redevelopment Project by:

- providing public improvements as amenities to eliminate blighting conditions;
- upgrading the quality of life downtown;
- providing strong physical linkages in order to create attractive vehicular and pedestrian connections;
- developing a strong financial/commercial core surrounded by mixed-use and residential neighborhoods which have the amenity and commercial services necessary to support a vibrant urban downtown;
- encouraging the rehabilitations and upgrading of historical and architectural significant structures and sites;
- strengthening the economic base of downtown through the installation of needed public improvements, including upgraded transit facilities, to stimulate new commercial, residential employment and economic growth, and to improve the circulation of people and vehicles; and
- emphasizing the development and use of efficient mass transit.

The Downtown Community Plan Update identifies C Street as “a major downtown corridor connecting important neighborhoods and land uses. It provides circulation parallel to Broadway in the Core/Columbia and East Village neighborhoods, and is particularly sensitive as a transit corridor, hosting the downtown trolley. It is a Community Plan priority to improve conditions, making C Street a comfortable and pleasant route for vehicles, walkers, and transit riders.”

In August 2004, the C Street Task Force was created by Councilman Michael Zucchet to address the problems of C Street, including the quality of life, public art, transportation and infrastructure issues. The task force was charged with identifying short, medium, and long term improvements. However, it was determined from the task force meetings, with representatives from the City, transit agencies, the public and policy makers that the extent of transportation, infrastructure, and public realm improvements would require comprehensive planning and an implementation strategy.

In June 2005, the Corporation issued a Request for Qualifications for master plan services (including architectural, landscape, engineering, transportation and transit design services). The Selection Committee included Corporation Director Gina Champion-Cain; Corporation staff members David Allsbrook, Jeff Zinner and Sachin Kalbag; Brandon Farley from Metropolitan Transit Systems (MTS); Eric Adams from SANDAG; and Kevin Casey from the Downtown Partnership. Six firms were short-listed and interviewed. The Selection Committee selected the Skidmore, Owings and Merrill (SOM) team to provide these services.

SOM has submitted a Scope of Service for the C Street Corridor Master Plan and 30 percent schematic design document for infrastructure improvements. The services are based on architectural, landscape, engineering, transportation and transit design requirements set forth by CCDC, MTS, and SANDAG staff. The C Street Masterplan and 30 percent schematic design document provides a plan and vision for the C Street Corridor. The Corporation, acting on the behalf of the Redevelopment Agency of the City of San Diego will lead the master planning effort. In subsequent phases, the Corporation will partner with MTS and SANDAG to implement the C Street Master Plan document. The scope of work is included as "Attachment A" to this report. The scope of services defines the process, the work product, schedule and implementation strategy.

Some highlights of the master plan and 30 percent schematic design document include:

- Defines an overall vision for the C Street Corridor
- Defines site and infrastructure improvements
- Defines LRT station location and trolley track improvements
- Defines streetscape improvements, signage and lighting treatments
- Defines vehicular and pedestrian circulation
- Defines potential Bus Rapid Transit (BRT) stops
- Develops a strategy for the integration of public art
- Develops an implementation, costing and phasing strategy, and
- Identifies private development opportunities.

This scope of work is fully supported by a community outreach process.

The scope was negotiated on a task by task basis as defined by the scope of services. This is broken down as follows:

Base Services (including Master Plan and Schematic Design)	\$1,060,000
Reimbursable allowance	\$ 108,500
Total Fee	\$1,168,500
Optional Services/Contingency	\$ 31,500
Total Authorized Expenditure	<u>\$1,200,000</u>

The contract will be written in two phases - Phase I (a total of \$800,000) and Phase II (a total of \$400,000) to align with fiscal years. Phase I will complete the project to the presentation and approval of Plan Alternatives, and Phase II will complete the 30 percent schematic design plans and approval of the final master plan documents.

The consultant team has agreed to hold their hourly rates throughout the duration of the contract. "Attachment B" includes the proposed rate schedule for SOM and their subconsultants for this phase of the work.

Based on comparisons to similar urban design transit projects in other cities, the SOM team has proposed a range of costs to establish a 100% construction document set. The

range of costs are based on the potential extent of the upgrades and improvements to the condition of the trolley tracks, efficiencies, operational issues and overall design to the C Street Corridor. A range of estimates for the 100% Construction Documents and hard costs are based on the complexity of the design and proposed quality and finish of the transit corridor. Two case studies for comparing costs are:

\$1,800,000 (for 100% Construction Documents), which represents the Sacramento model of a basic streetscape design such as stamped or colored concrete sidewalks. Based on this model, C Street's hard cost estimate could cost between \$30-\$40 million for a 16 block length.

\$3,500,000 (for 100% Construction Documents), which represents the Houston model with more refined finishes and more complex design, transit and utility relocation issues. Based on this model, C Street's hard cost estimate could cost between \$50-\$60 million for a 16 block length.

Both estimates assume the trolley tracks and stations will be updated to current standards.

An evaluation of the existing conditions and preliminary design concepts will enable the consultant to establish more accurate cost estimates during the early stages of this Scope of Work.

The Scope of Work also includes the development of a Responsibility Matrix, which will identify which agencies will be responsible for the implementation of the project. It will also identify potential funding sources, including grant opportunities.

The consultant firm is comprised of the following principals and primary contacts:

Firm Name: Skidmore, Owings and Merrill (SOM) LLP		
PRINCIPALS AND PRIMARY STAFF ASSIGNED TO CONTRACT	TITLE	PRIMARY CONTACTS
Gene Schnair	Managing Partner	
Ellen Lou	Associate Partner Director of Urban Design and Planning	✓
Steve Sobel	Project Manager	✓
Siegfried Fassmann	Transit Principal Lead	✓

PROJECT ANALYSIS AND IMPACT ASSESSMENT

Environmental Impact

This activity is not a project, and therefore not subject to CEQA per CEQA Guidelines Section 15060(c)(2).

EQUAL OPPORTUNITY

Firm Name: Skidmore, Owings and Merrill (SOM) LLP		
SUBCONSULTING FIRMS	PRINCIPALS	FIRM CERTIFICATION
KTU+A	Michael Singleton	SBE
Nasland Engineering	Steven D. Nasland D.K. Nasland	SBE
DMJM	Siegfried Fassmann	OBE
Katz Okitsu Associates	Arnold Torma	MBE, SBA
Davis Langdon	Alice Nguyen	OBE
Leslie Wade Communications	Leslie Wade	SBE

SOM submitted a Work Force Report dated July 20, 2005, which indicates a total of 190 employees of which 75 are female and 88* are members of an under-represented group.

- *(2) Black Males
- (1) Black Female
- (8) Hispanic Males
- (4) Hispanic Females
- (32) Asian Males
- (37) Asian Females
- (4) American Indian Males

The consultant's Work Force Analysis reflects under-representations as follows:

- Black and Filipino in the Architectural and Engineering, Science, Computer Category; and in the Technical Category
- Hispanic and Filipino in the Management and Financial Category
- Hispanic in the Technical Category
- Hispanic and Filipino in the Administrative Support Category
- Hispanic and Asian in the Operative Worker Category
- Females in the Management and Financial Category
- Females in the Operative Worker Category

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The City of San Diego will request an Equal Employment Opportunity plan describing equal employment policies and practices to remedy the identified under representations.

SUMMARY/CONCLUSION

There is no conflict of interest known to me regarding any Agency or Corporation Officer or employee regarding this agreement.

Respectfully submitted, _____ Concurred by:

Sachin Kalbag,
Senior Planner - Urban Design

Peter J. Hall,
President

Nicole Haines,
Associate Project Manager

Attachment(s): Attachment A - Scope of Services dated October 19, 2005
 Attachment B - Hourly Rates
 Attachment C - Project Boundary Map

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